

## INTEREST IN THE REGATTA

British Columbia and Portland Oarsmen Anxious to Take Part in the Carnival.

### CONTEST FOR REGATTA QUEEN

First Count of Votes Is Made and in Few Weeks Strength of Several Candidates Will Develop.

Charles V. Brown, who has just returned from a visit to British Columbia, reports that the oarsmen and some of the yachtsmen of the north are very enthusiastic over the coming regatta, and that all are anxious to take part in the races on the local course. Mr. Brown was chairman of last year's committee and knows the oarsmen of the north quite well. He went to the sound on a business trip, and at the request of Chairman McBride ran over to Victoria to talk with the oarsmen of that city.

"All of the members of the James Bay Athletic Association are enthusiastically inclined toward the regatta," said Mr. Brown yesterday. "They informed me that they were very anxious to come to Astoria this year. I am satisfied from what I was told that the committee will be able to get as many British Columbia oarsmen as may be needed. The Vancouver oarsmen are also enthusiastic, and while I was not in Vancouver, I was told at Victoria that there was no lack of enthusiasm on the part of the Vancouverites."

"Last year the British Columbia oarsmen had some bad luck, because of the accidents that happened on the course. Small boats were numerous during the rowing events, and in the championship contest, which was won by Goss of Portland, the Victoria contestant was put out of the running because of a collision with a pleasure boat. The oarsmen suggest that this year's committee maintain a patrol during the events, and that the course be kept free of small boats of all kinds. The suggestion is a good one, and will doubtless be acted upon by the committee. Elsewhere at regattas patrols are maintained and the course is kept clear."

"At the James Bay clubhouse a large portrait of Queen Frances of the 1903 regatta is prominently displayed. The queen is a great favorite with the oarsmen of British Columbia and her portrait occupies a central position in a group of scores of photographs."

"The men all express themselves as highly pleased with the treatment accorded them last year, and generally taken with the attitude of the people of this city."

Several of the Victoria yachtsmen want to send their boats around to compete in the sailing races. Heretofore the sailing events have been competed in by yachts from Willapa bay, Astoria and Portland, but this year's committee has been given to understand that British Columbia boats will gladly come down if races are provided for them. While no definite action has yet been taken, it is probable the matter will be favorably considered, in which event regatta visitors will see some great sport.

#### No British Warships Available.

For some days past Mayor Surprenant has been in correspondence with the commander of the Esquimaux navy yard, with the idea in view of securing for the regatta one of the British vessels of the north Pacific squadron. It seemed probable for a time that a British vessel would be ordered here, but Mayor Surprenant yesterday received word that there was no available vessel. The letter from the commander is as follows:

"H. M. S. Grafton, Pacific Station,

June 25.—The Mayor of the City of Astoria, Ore.—Dear Sir: I beg to offer my warmest thanks to yourself and the citizens of Astoria for the very kind invitation to attend the Astoria regatta. I regret that it is not in my power to accept it, as none of the ships under my command will be available at that time.

"JAMES C. GOODRICH."

The failure of the effort to secure the presence of a British war vessel is a disappointment to the committee, as well as to the mayor, as it would have proved a great attraction.

#### Portland Rowers Enthusiastic.

Chairman McBride is just back from Portland, where he has been looking after the interests of the regatta. He states that the Portland oarsmen and yachtsmen are even more enthusiastic this year than heretofore, and that preparations are already under way for participation in the regatta. Goss and DeBrosse of Vancouver, who contested so closely for last year's championship, will be here, and Ayers and Pape will undoubtedly be entered from California.

The gasoline launch races have always been a great attraction in the past, and Portland motor boats are to be entered this year. There is a movement on foot to have a ladies' rowing race, which would be a novelty of great value to the program.

Generally there is widespread interest in this year's carnival, and the event will unquestionably attract the biggest crowd in regatta history.

#### The Contest for Queen.

The first count of votes in the regatta queen contest was made yesterday. The count showed the following results:

Mrs. J. R. A. Bennett.....	211
Miss Lily Lidwell.....	204
Miss Elsie Elmore.....	183
Miss Frances Norberg.....	136
Miss Lola Foard.....	7

There were a number of scattering votes for different candidates. Several prominent ladies are mentioned for queen, and it is probable the rivalry will be keener this year than last. Mrs. W. W. Ridehalgh, who has always been a popular candidate, and who was a close second in one of the contests, will receive great support this year, and it was reported yesterday that a number of young men had decided to support her. Miss Elsie Elmore and Miss Grace Stokes are also spoken of for queen, and several other names have been mentioned. It is too early as yet to get a line on public sentiment, and not until late in July will the various aspirants' strength be apparent.

#### GENERAL MILES OUT OF IT.

Will Not Be Presidential Candidate on Prohibition Ticket.

Indianapolis, Ind., June 28.—The national prohibition committee, after a session of several hours, selected as temporary chairman of the national convention tomorrow Homer L. Castle of Pittsburg.

The first session of the convention will begin at 10 o'clock tomorrow morning and will be called to order by National Chairman Stewart. Nominations will be made Thursday.

A letter written by General Miles to J. G. Woolley of Chicago and dated from Washington, June 20, which was made public tonight, is believed by National Chairman Stewart and others to eliminate General Miles from consideration as a presidential candidate, though the Pennsylvania delegation and others who insist on General Miles' nomination have made no statement.

#### WILL SUPPORT COCKRELL.

Missouri Democrats to Urge His Nomination for President.

Joplin, Mo., June 28.—Missouri democrats will meet in convention here tomorrow to elect 26 delegates to the national convention at St. Louis. They very likely will be instructed unanimously to work for the nomination of Senator Cockrell for president.

## THE REPORT UNFOUNDED

Chinook Will Not Be Ordered to Discontinue Work at Mouth of Columbia River.

### SURVEY IS SOON TO BE MADE

Steps Will Be Taken to Determine What Results Have Been Attained—Other Marine News.

To quiet a rumor that the big dredge Chinook will quit work at the mouth of the Columbia river, Major W. C. Langfitt, chief of the United States engineer corps, makes the statement that he had issued no orders to that effect, and that he had no present intention of doing so. He says that he is not in position to change his present orders that the Chinook dredge the bar, because the survey he has ordered made to see what has been accomplished has not yet been made. The Chinook has been working on the bar for two months straight and the survey when made will show what it is accomplishing, but nothing can be told until the survey is made. The Chinook removes from the channel every day an immense amount of sand, and is doing good work. The only fear is that the holes made will be filled up from the sea, and that fear is what set the rumor afloat.

#### SUE FOR LOSS OF VESSEL.

Owners of Tug Vosburg Defendants in Action for \$9400.

The loss of the schooner Merchant, at the mouth of the Nehalem river in August, 1902, is the cause of a suit now being tried in the federal court, in which Eschen et al., who owned the ill-fated vessel, are proceeding against the Wheeler Lumber Company, owners of the tug George W. Vosburg. The libellants claim the tug was responsible for the loss of their schooner, while the defendants set up as a defense that, through poor steering on the part of the schooner's crew, she did not follow the tug, and on that account got beyond control of the Vosburg, drifted ashore and was afterward wrecked. They further contend that the Merchant's timbers were so far decayed as to make it impossible to save the craft after she struck the beach.

The libellants place the value of the Merchant at \$8000 and the freight on her at \$1400.

#### Nebraska Gets Away.

The oil-burning steamship Nebraska arrived down the river yesterday and departed for Honolulu. She took away a cargo valued at less than \$10,000, some of which was loaded at San Francisco. Her manifest showed consignments of beer, furniture, sewing machines, bran, iron, dressed sheep and general freight. The total value was \$9826.20. The vessel is to go to Honolulu, where, according to reports, she will take on a cargo of sugar for the coast. Whether or not she will stay on the Pacific has not been learned.

#### Marine Notes.

The five-masted schooner Louis departed yesterday for San Francisco. She takes 815,000 feet of lumber.

The barkentine John Smith arrived yesterday from San Francisco to load lumber.

The steamship Columbia arrived yesterday from San Francisco. She brought a large consignment of sugar and fruits and vegetables for Astoria merchants.

The steamer Despatch arrived yesterday from San Francisco to take a cargo of lumber.

A schooner that is believed to be the El Dorado is in the offing. The El Dorado is due here from Honolulu. The tug Astoria departed yesterday for Willapa bay. The tug was on the Portland drydock for repairs.

## Suit to Enjoin Astoria Railroad

Government Seeks to Compel It to Carry Freight at Half Rates Out of Portland.

Pending a final hearing in the case of the United States vs. the Astoria & Columbia River railroad, which the government is fighting to obtain a

half-rate on freight shipped on its cars from Portland to Goble, a distance of 40 miles, Judge Bellinger of the United States court yesterday issued an order to the company to appear July 12 and show cause why a preliminary injunction should not be issued.

The suit just begun by the government originated out of the act of congress of June 30, 1882, which provided that all land-grant railroads should transport all government freight at half rates. The track of the Astoria & Columbia River railroad from Portland to Goble is owned by the Northern Pacific, which is a land-grant railroad, and which agreed when the act was passed to carry government freight at the rate specified.

The bill of complaint in the suit as drawn up by United States District Attorney John Hall, after reciting the facts of the construction of the Northern Pacific railway by land grants authorized by congress, asks that the Astoria & Columbia River railroad be forced to transport government freight at half-fare on its rolling stock from Portland to Goble. The freight since 1898 has been going to Fort Stevens by way of the Astoria & Columbia River railroad, and the government has been compelled to pay for it in advance.

The position of the Astoria & Columbia River, as set forth in articles 5 and 8 of the trackage agreement with the Northern Pacific, is that the government must pay full freight charges because the line from Portland to Goble is practically the same as though it had been built without assistance from the government by the Astoria road. The Astoria road claims that the government has no right to force any agreement with the Northern Pacific upon it because the track from Portland to Goble is leased by the Astoria & Columbia River road, and this agreement between the two roads does not say anything about the provision made by the government and accepted by the Northern Pacific.

Part of article 5, which reads as follows, bears significantly upon the controversy:

"The rights herein granted," meaning trackage rights, "to the Astoria & Columbia River Company shall be used solely for its own business, and nothing herein shall authorize the Astoria & Columbia River Company, under

## LADIES' SUITS, SKIRTS and COATS

That are stylish and not High Priced. Ladies' Suits from \$7.50 to \$15.00. Ladies' skirts from \$1.75 to \$10.00. Ladies' coat, in wool or silk, \$4.50 to \$17.50.

## Boy's Suits, Stylish.

Good materials at all prices. Men's Suits, latest styles, best materials, excellent values, from \$7.50 to \$12.50.

We are not offering you \$1.00 for 50c, or something for nothing, but we will give you the best values in the city for 100 cents on the Dollar. Remember,

"You Can Always Buy Cheaper" at

## The "Bee Hive"

cover thereof, or otherwise, to use or permit any other railway or line of railway to have the benefit of using for the business of such other company or line, any of the rights herein granted."

Article 8 reads as follows: "The Astoria company shall have no right to carry any passengers or freight or transact any business locally between Goble and Portland, inclusive and intervening stations, but it shall have a right, in addition to through business, to transport freight and passengers between Goble, Portland and intervening stations and stations on its own line. If the Astoria company shall, between, be compelled by law to transact any local business forbidden to it by the provisions of this article, it shall account to and pay over to the Northern Pacific, on demand, the whole gross revenue received therefrom."

This agreement was made in 1896 and went into effect June 1, 1898.

#### KILLED BY CYCLONE.

Nebraska Twister Causes Two Deaths and Damages Crops.

Holmesville, Neb., June 28.—A tornado near this place today killed two persons, fatally injured a third and caused the severe injury of five others.

The tornado followed a sultry afternoon, and came in the shape of a funnel-shaped cloud.

Great damage was done to crops and stock farms, and a number of homes were destroyed. In Holmesville several buildings were blown to pieces, but no casualties are reported.

#### Sargent Stuck in the Ice.

San Francisco, June 28.—The following vessels are reported as being in the ice at Bristol bay on June 9:

Alexander Gibson, Oriental, Lucile, Standard, C. F. Sargent, M. P. Grace, Hecla, Eclipse, B. P. Cheney, Nicholas Thayer, Sea Witch and George F. Haller.

## Newbro's Herpicide



**VACATION TIME.** Vacation time should bring rest, recreation and comfort; and comfort of the solid and pleasing variety means no high collar, no stiff hat and no itching scalp. It is for this last discomfort that Newbro's Herpicide becomes a summer necessity, as it stops itching of the scalp and Prickly Heat almost instantly. Take Herpicide with you on your vacation.

**...SCALP WARNING.** Itching of the scalp is not so much a punishment for past neglect as it is a warning for the future. It shows, almost conclusively, that the vine-like, microbe growth that causes dandruff, itching scalp and falling hair has entered the sebaceous glands and unless this growth is stopped and kept out of the scalp, baldness will follow.

**...IT IS CONTAGIOUS.** It was Prof. Unna (ask your doctor about him), who first pointed out that the true cause of hair loss is a germ or microbe that lodges in the scalp where it causes dandruff. Being of microbe origin the disease is necessarily contagious but Dr. Sabouraud has recently called attention to the highly contagious nature of dandruff, and the necessity of constant watchfulness to avoid it. Kill the dandruff germ with Herpicide.

**UNSTERILIZED PUBLIC HAIR-BRUSHES,** says

Dr. A. Cartaz, are to blame for most of the baldness that is prevalent today. He further states that, "baldness begins in the young." By this he means that the germ that causes the disease is planted in the scalp of young men and that sometimes years elapse before the destruction is complete.

A Healthy Hair.

**WILL NOT GROW HAIR.** Newbro's Herpicide is a "Hair-Saver;" it will not grow hair—nature does this—but by destroying the enemies of hair health, it enables the hair to grow as nature intended—except in chronic baldness. Save your hair with Herpicide. Wonderful results follow its use.

**HOT WEATHER TROUBLES.** During hot weather the minute sudatory glands of the scalp are called upon to perform an extra amount of labor. The perspiration that exudes in increased quantities must be handled promptly as it carries out poisonous and refuse matter that would otherwise clog up the pores of the scalp. Incomplete elimination of refuse matter produces a hot and feverish condition of the scalp, familiarly known as Prickly Heat, for which Herpicide gives immediate relief. Ladies will find Herpicide indispensable. It contains no grease, will not stain or dye. It is an exquisite hair dressing that COOLS, COMFORTS and DELIGHTS. NO COMPLAINT FROM OUR CUSTOMERS.

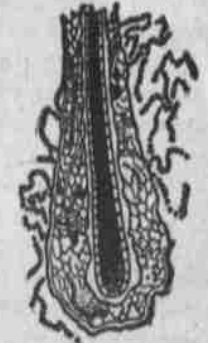
"Herpicide is giving entire satisfaction to our trade. We have never had a single complaint that it would not cure dandruff and falling hair." (Signed)

WOODWARD, CLARK & CO. Portland, Ore.

**A HERPICIDE FOLLOWER.**

"I have tried five or six bottles of your Herpicide and can say that it is very good, and so I address my neighbors the same." (Signed)

MRS. NELLIE HUGHES. Albina, Ore.



An Unhealthy Hair.

T. F. LAURIN, Special Agent.

At Drug Stores \$1.00. Send 10c in Stamps to THE HERPICIDE Co., Detroit, Michigan, for sample. "Destroy the Cause--You Remove the Effect"



THE whole nervous system is disturbed when the eyes are strained. Eyes should be examined frequently as age advances, especially those of school children. Many children who are thought dull and stupid suffer from defective vision and become the brightest of scholars when the defect is corrected.

I Have the Best Modern Instruments for Detecting Any Defect in Vision.

KATHERINE WADE, Graduate Optician.

AT THE OWL DRUG STORE.